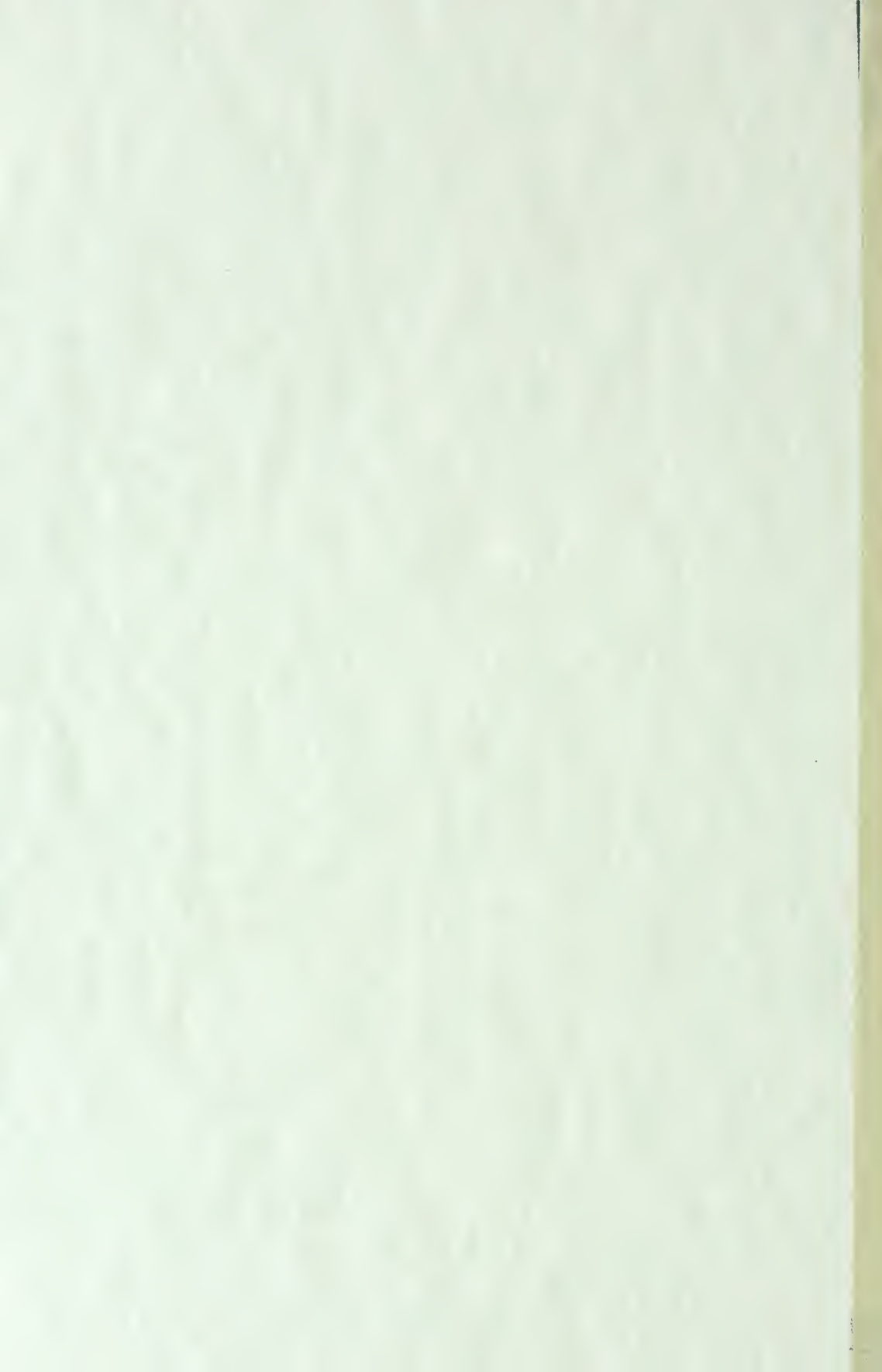


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(1935)

Major Henry W. Lee, C.E.
Chicago's Lake Front Harbor:
A Transportation, Commercial,
and Industrial Necessity.



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CHICAGO'S LAKE FRONT HARBOR

A Transportation, Commercial and
Industrial Necessity



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Address by
Major Henry W. Lee, C. E.
Before the Chicago Plan
Commission

OCTOBER, 1935

SYNOPSIS

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Chicago's Lake Front Harbor

By MAJOR HENRY W. LEE



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Since the beginning of history navigation has been the cheapest form of transportation and it probably always will be. That is why at the end of navigation and in narrow navigation passes great cities have grown up. This has been true since the earliest time, the days of Egypt, Greece, Rome, Carthage, Tyre and Sidon, and in modern times London, Liverpool, Constantinople, Hamburg, New York, Rio de Janeiro, New Orleans, San Francisco, Detroit,—yes, and it must be,—Chicago.

But all these cities have developed their facilities. They built breakwaters, docks and harbors, they encouraged marine commerce and industry, they took advantage of their God-given birthrights, their priceless locations on deep water navigation. They knew—as everyone must know—that transportation by water is so much cheaper than any other method, it cannot be ignored. It is easier and cheaper to float stuff on the water than to drag it over the ground. This is the very A B C of transportation, business and common sense. The By-Products Coke Co. at South Chicago (now the Interlake Iron Co.) saves \$3,000 a week with two 10,000 ton boat cargoes from Toledo, bringing coal already loaded on cars, so great is the saving of boat over rail.

People who live away from the sea coast, except in cities that predate the railroads, have a very poor understanding of the chief value of deep water navigation. In many of the lake cities and along many of the rivers the railroads took good care that navigation should be shut off as much as possible, so that the people never had a chance to understand it.

Transportation enters into the cost of everything, usually several times.

The raw material, the semi-finished product, the manufacturer, the jobber, the retailer, the final consumer, five or six transfers. Every time you can use navigation, you save. That is why cities all over the world generally take full advantage of their waterfronts for commercial purposes.

I have forty harbor maps of American ports on ocean, bay, gulf, deep river mouth and the Great Lakes. When I show you what just a few of those are doing, Buffalo, Cleveland, Toledo, Detroit and Milwaukee, I think that you will agree with me that Chicago cannot afford to spot 30 miles of water front to these other great ports and maintain its proper position at the end of the Great Lakes deep water navigation and the beginning of the barge traffic down the Mississippi, the buckle on the national navigation belt of America, and that Chicago cannot afford to substitute an auto speedway for the most strategic harbor site in this country if not in the entire world.

Following are brief sketches of harbor developments at other Great Lakes ports:

Cleveland

Cleveland Harbor had 2,911 entrances in 1934, exclusive of small craft, and approximately the same number of clearances. Receipts and shipments amounted to 8,658,596 short tons, valued at \$155,110,000. Passengers numbered 405,737, according to a letter from Col. M. C. Tyler, U. S. Engineer. Cleveland's Outer Harbor on Lake Erie consists of the large West Basin, adjoining the mouth of the Cuyahoga river, dredged to 20.2 feet, protected by a breakwater. The west breakwater connects with the shore at 59th street, running directly north

3,000 feet, thence northeasterly parallel with the shore about 4,000 feet to the harbor entrance opposite the river mouth. The east breakwater extends from the harbor entrance northeasterly parallel with the shore about four miles. Soundings in the East Basin, indicated on the War Dept. map, show depths from 21 to 34 feet. Protected by this harbor along the shore are ore docks, steamship piers, railroad and dredging company terminals, coal and building material docks, many navigation company terminals, factory slips, a hydroplane landing, municipal slips and wharves, freight depots, etc. Along the two branches of the Cuyahoga river are countless terminals, ore docks and yards, two dry docks of the American Shipbuilding Co., storage warehouses, factories, conveyors, steel, paint and chemical works and countless other industries.

The Cleveland navigation season opens on March 23 and closes Dec. 20, as average dates for the last 29 years, as noted on the War Dept. map. The port is closed an average of 93 days per year.

Buffalo

Buffalo's outer harbor is protected for four miles by a breakwater parallel with the shore from the south pier entrance, opposite the Union Canal, to Buffalo Light, opposite the mouth of the Buffalo river. Other protection is given by the North Breakwater, the N. Y. State Breakwater and a long 2-mile breakwater defining Black Rock canal along the east edge of Niagara river. This canal extends on north a mile or two to Squaw Island.

The outer harbor protects the extensive Lackawanna canal that serves the Bethlehem ore docks, the Union canal with ore and cement docks and the large properties of Ford and the Terminals and Transfer Corp. of America. There are also municipal piers, the Buffalo Marine Construction Co., and various barge canal terminals, coal docks, elevators, railroad freight houses, a marine airport and other slips and terminals at the Erie Basin and the mouth of the Buffalo river. A

portion of the old Erie canal connects with the Black Rock canal. Along Buffalo river, 19 feet deep, are the city ship canals, Lehigh Valley Basins, Ohio Basin and many slips and docks for grain elevators, factories, transit companies, oil, coal, building material, Buffalo Dry Dock Co., flour mills and many other enterprises.

Writing Aug. 16, 1935, Mr. Matt Burns, harbor master, reports: "For the past nine days we had an average of 18 arrivals and about the same number of clearances. With the grain situation improving we should have more arrivals as the fall season approaches."

Detroit

Total vessel passages in the Detroit river in 1934 were 20,837, with net registered tonnage of 62,456,369. (p. 31, Major Crawford's report.)

At the head of the Detroit river a projected channel into Lake St. Clair runs six miles in a northeasterly direction. At the mouth opposite Peach Island is Gray Haven, followed down the river by scores of other slips and docks. Rounding Belle Isle the larger and deeper channel is on the Canadian side with depths of from 20 to 33 feet. However, there are ample widths and depths along the Detroit shore line for its great water traffic.

The main channel appears free of bridges for a considerable distance. A ferry is operated below Belle Isle, and further along there are other ferries and tunnels.

Finally we reach Ambassador Bridge connecting Detroit and Sandwich on the Canadian side. Beyond are many industries and docks until we reach the Rouge river, dredged to 24 feet, the entrance to the great Ford plant. On the American side are more slips and docks for oil, steel and salt companies, until we come to Grosse Isle, where the Livingstone channel on the west is under improvement, with the Amherstburg channel in use, leading to Lake Erie.

There are many steel and other industries on the Canadian side, and it may be said that this Detroit river area and its wonderful navigation facilities are being developed and utilized in a manner that is an object lesson to other parts of America.

Toledo

Plans prepared for the development of Toledo Harbor by the Toledo Port Commission contemplate a 400-ft. channel in the Maumee river extending about 2½ miles southwestward to a much wider basin beyond the Fassett street bridge. The map which the commission prepared for me shows various areas along the shore marked in red where the dredged material will be deposited to fill in railroad yards, manufacturing sites, etc. This program is to be completed in 1936. It will have been 13 years in the making.

The map lists 64 frontage owner-ships along the east side of the channel and 75 along the west side. These include railroad terminals, elevators, mills, factories, shipyards, the Toledo Shipbuilding Co., building supplies, transit companies, Great Lakes Towing Co. and numerous municipal docks for various purposes. Proposed projects embrace a park area and Mooring Basin, railroad yards and piers, freight and passenger terminals, slips, piers, etc.

Mr. Thomas K. Owings, custodian of Toledo Harbor, writes me that the number of clearances from the port of Toledo in 1934 was 3,378.

Milwaukee

Vessel arrivals at Milwaukee ranged from 6,404 in 1929 to 4,045 in 1933. In 1934 the number was 4,135, according to a letter from the harbor commissioners.

The Government Breakwater is parallel to the shore from ¾-mile to a mile away. The opening is opposite the harbor entrance, which is at the confluence of the Milwaukee and the Kinnickinnic rivers. Less than a mile up the latter stream is the large Municipal Mooring Basin. Along the north harbor tract are located a park area, Air-Marine Terminal, Maitland Airport, Light House and the extensive U. S. Government property. Fronting the south harbor tract are the Sewage Disposal Plant and a large area for industrial development. There is also Transit Shed No. 1, Municipal Classification Yard, the long frontage of the Illinois Steel Co. and the Flushing Tunnel Intake.

At the mouth of the Milwaukee river is the Garbage Incineration Plant and the C. & N. W. R. R. yards. These yards with those of the C. M. & St. P. and the Grand Trunk rather dominate the map. Along the Kinnickinnic river are the Car Ferry Slip, Municipal Open Dock, Universal Dock & Shipping Co., three large street slips, two large ferry slips, a large coal storage area and the Grand Trunk car ferry yard.

In the Municipal Mooring Basin are grain elevators and an Illinois Steel unloading dock.

The Milwaukee river is navigable for about 2¾ miles, average width 225 ft., depth 19 ft. The Menominee river, which joins it about 5/8 of a mile above the inner ends of the piers, is navigable for about 2 miles, 140 ft. average width, 19 ft. deep. The Kinnickinnic river is navigable for about 2¼ miles, width 150 to 200 ft., 19 ft. deep. There are also 3 canals connecting with the Menominee river with combined water frontage of about 2 miles. There are 13 artificial slips, 5 on the canals, 1 on the river and 7 on the Kinnickinnic and the basin.

Sault Ste. Marie

The statistical report on lake commerce passing through the canals at Sault Ste. Marie, Michigan and Ontario, during the season of 1934, prepared under the direction of Major R. C. Crawford, Corps of Engineers, U. S. Army, shows (p. 3) 8,700 vessel passages in the American canal and 2,699 in the Canadian canal, a total of 11,399 vessels in 1934 with registered net tonnage of 35,794,000. In 1933 the total was 12,100 vessels. The season of navigation in 1934 covered a period of 231 days. The traffic through the American canal was 96% of the total freight and 92% of the total registered tonnage.

The main channel at Sault Ste. Marie is dredged to 25 feet depth. The Canadian canal and lock is about ¾-mile north on the other side of St. Mary's Falls. There are four locks in the American canal, Weitzel Lock (1881), Poe Lock (1896), Davis Lock (1914) and Fourth Lock opened in 1919.

Sault Ste. Marie, Michigan, has the usual coal, lumber, railroad and factory docks and slips. There is a ferry dock, Great Lakes Towing Co. dock, coast guard station and Pittsburgh Steamship Co. dock. The Michigan Northern Power Co. water power canal and the S.S.M. Belt Line are important features.

On the Canadian side there is even greater development industrially with steel and paper firms predominating.

Other Port Reports

Here are some figures received from officials of other lake ports:

Duluth, 1934 entrances and departures, 5,116.

Erie, Pa., average number of vessels entering and clearing, 4,285.

Chicago, entrances 398, clearances 326, total vessel passages 1934, 724!

Fort William and Port Arthur, average total entrances and clearances, 5,200 (P. E. Doncaster, Dist. Engr.)

Toronto, entered 2,751, reg. ton. 3,440,994; cleared 2,745, reg. ton. 3,424,231. Toronto Harbour Commissioners, E. L. Cousins, act. gen. mgr.

I also have correspondence with officials from the ports of Green Bay, Mackinac Island, Escanaba, Ashland, Kenosha, Marquette and St. Joseph and Benton Harbor. From ocean and gulf ports I have maps and statistics of great interest and importance. These include: Philadelphia, Houston, Port of New York Authority, Galveston, Boston, Seattle, San Francisco, Baltimore, Houston, Los Angeles.

In all America on ocean, gulf, bay or Great Lakes, Chicago is the only city that ignores its waterway possibilities, that beautifies its central river, instead of using it for dockage, terminal and warehouse facilities and that strings an auto speedway and parks along its entire waterfront of more than thirty miles, to the absolute exclusion of millions and perhaps billions of marine commerce and its attendant industries. Where will the Great Lakes-Gulf traffic be handled? Where the world-wide trade coming through the St. Lawrence? Where is the share that Chicago

ought to have now of the teeming commerce of the Great Lakes?

Chicago has one Municipal Pier with no unloading devices and no railroad service. Uncle Sam built miles of breakwater for Cleveland and similarly for Buffalo and Milwaukee and other cities. The federal government would gladly build a protecting breakwater for miles north and south of 39th street if Chicago would but make a gesture of terminal development.

There may have been reasons in the past that interfered with lake front development as harbor and terminal facilities. But the great opportunity is now here. In the break-up of the World's Fair there are five miles of lake front ideally adapted for waterway terminals and industries, but the city must act promptly before this is recaptured for parks and boulevards. This property belongs to the people and they can use it for its best and highest purpose. Parks and boulevards can be built anywhere. They do not have to usurp the entire waterfront.

Chicago can act now and reclaim this property for a harbor, for municipal docks, for factories, for industry, for permanent prosperity at a site ideally adapted for such purposes, more so than perhaps any other place on earth. If Chicago again neglects its duty to itself, its people, to America, its duty to the whole world, it will have committed the greatest commercial crime in all history.

Lake Front Occupation

When Illinois was admitted into the Union as a state, its northern boundary was first proposed to be on a line even with the south end of Lake Michigan. Through the efforts of Congressman Nathaniel Pope the northern boundary of Illinois was moved about 65 miles north, so that Illinois as well as Indiana, Wisconsin and Michigan could have an adequate waterfront on Lake Michigan. That waterfront, except as a piece of scenery, has been ignored for 117 years. As far as Lake Michigan waterfront harbor facilities are concerned, Chicago might almost as well have been located at St. Louis.

In 1852, before the city was 20 years

old, the Illinois Central pre-empted the south side lake front. In 1869 the city sought a harbor in the vicinity of 12th street and a bill was introduced into the legislature to that effect. When the bill came out the proposed harbor site had been granted to the Illinois Central. Governor Palmer vetoed the bill which was passed over his vote. But an outraged public caused the act to be repealed. The Supreme Court of the United States later declared the act to be unconstitutional.

Famous Crimes

The crime of 1895,—the Chicago harbor area, protected by the government breakwater, was divided between Grant Park and the Illinois Central R. R. Co. In 1908 Mayor Busse called attention to the danger of occupying all the lake front with parks and boulevards to the exclusion of necessary harbor facilities. The city council authorized him to appoint a harbor commission. It was harmless. Practically nothing was accomplished, except that it was before this commission that I proposed Lake Calumet harbor, now under construction by the federal government. Legislation for this was vetoed by three governors until Gov. Small signed the act of 1921. We fought for nearly 30 years before actual construction started.

About 20 years ago the Illinois Central and the South Park Commissioners divided the rest of the south side lake front between Grant Park and the Chicago Beach hotel. I defeated this scheme in the city council harbor committee and before Secretary of War Garrison. Later Secretary of War Baker signed the permit, after a dotted line harbor had been located out in the lake a mile from shore. I appealed to the Supreme Court of the State of Illinois, who refused to review the case because, I "owned none of the land in question, and represented only the interests of the public."

But I must admit that one great good was accomplished,—the public acquired undisputed possession of the south side lake front.

Then came the outer drive—the World's Fair—and now in the dismant-

ling and break up of that large area is our great opportunity. I dare say the greatest ready-made harbor site possibility in the history of civilization. What are we going to do about it?

Other Harbor Appropriations

My old friend A. F. Knotts, former mayor of Hammond, Ind., seems to have secured the approval of President Roosevelt for the \$146,000,000 Gulf-Atlantic ship canal in Florida to save days around the Florida keys and to bring direct navigation to points on the canal.

Down east of Gary is the Burns ditch at the very south end of Lake Michigan. A \$5,000,000 steel plant is promised there if a \$3,000,000 harbor is created. The matter is now under consideration by the U. S. Engineers.

Millions are being spent and have been spent in canals and harbors all over America to secure navigation facilities which Chicago has for nothing, which have always been here, our birthright—but which have been ignored.

To what avail have been the millions spent on the Great Lakes—Gulf waterway? What benefit will we get from the St. Lawrence project, bringing ships here from all over the world? They cannot land at parks and boulevards.

Right here let me say that no one little spot in a great city constitutes its harbor. The harbor is the sum total of all the terminal facilities, lake front, the rivers, Calumet river, its branches, Lake Calumet, Wolf Lake, Chicago river, main branch, north branch, south branch and 20 slips thereon, and don't forget the 35 mile Sanitary and Ship canal with 70 miles of public dockage also going to waste, another commercial crime. The ideal idea is to have terminal facilities, public docks, etc., on all the waterways so that cargoes may be delivered as near the ultimate destination as possible. Perhaps some day we may cut a short channel from Lake Michigan to the Chicago river south of 12th st. and vitalize this 70 miles of drainage canal public dockage.

At ocean and gulf ports, the full value of the waterfront for dockage, warehouse and industrial purposes is generally appreciated. New York City has 200 docks, of which the city itself owns about 70. These add great sums to the municipal revenue. The map of New York City looks like a finetooth comb with docks all over the waterfronts. There is a similar state of affairs at New Orleans and at other ocean and gulf ports and some lake ports.

Chicago never had a chance to properly use its lakefront, because in former years it was occupied by the Illinois Central R. R. and later by parks and boulevards. The Grant Park area was marked on old maps as "Chicago Harbor." Uncle Sam built the breakwater for a harbor, a commercial harbor not a yacht harbor. Chicago broke faith when it committed the "Crime of 1895." This was a division of the harbor area between the South Park board and the Illinois Central.

Industrial Harbor Benefits

Right here I want to emphasize the fact that the main value of deep water transportation is not in the municipal harbor or transfer activities. These are invaluable, but the greatest benefit comes to those industries that are located right on the waterfront, that can receive their raw material directly into their own plants without rehandling. Similarly, they can ship their finished products. This is the cheapest transportation in the world and probably always will be—deep water transportation in 10,000 ton lots—such as ore or coal or grain.

These lakefront locations — of course behind a protecting breakwater—are far more valuable than river locations, that make necessary passing bridges, using tugs, chances of further delay and accident—and—very important—loss of time, interest on a very large investment. That is why the Illinois Steel Company has lakefront locations at South Chicago, at Gary, at Milwaukee. This is why in the Chicago

district steel can be made cheaper and better than at any other place in America. Chicago has passed Pittsburgh as America's leading steel center. Ore, limestone and coal, all received by boat, 10,000 tons per load, saving \$1,000 a load over rail or other possible transportation methods.

Similar savings are possible for other industries located directly on the waterfront by deep water navigation, building materials, grain, oil, and miscellaneous freight of all kinds delivered direct without rehandling.

Cheapest Form of Transportation

Thus we find in most of the principal cities of our Great Lakes, these wonderful deep water inland seas, this marvelous American Mediterranean, we find along the waterfronts factories, warehouses, grain elevators, oil reservoirs, municipal docks, all sorts of receiving stations for all kinds of cargoes, in many cases coming directly from the source to the point of final delivery, by way of deep water navigation, the cheapest form of transportation in the world—without rehandling.

Industries flock to such locations for obvious reasons of economy and efficiency. These lake fronts in touch with deep water navigation, behind protective breakwaters, constitute the greatest industrial and transportation terminal asset in the world.

Gentlemen, I have been studying this situation for forty years. Its study and conception have gradually led to this firm conclusion. It may be difficult to convey the same idea in a few minutes.

These industries pay great prices to buy or lease these sites. They invest millions in buildings and other equipment, they pay large taxes, they employ thousands of workers and pay millions in wages. Illinois Steel Co. with a mile and a half of lakefront in South Chicago in normal times employs 8,000 to 10,000 workers.

Of course there must be added to

the industrial value of a lakefront its manifold harbor possibilities, such as warehousing, grain, oil, coal and building material docks, transfer facilities to barge, rail or truck, or from ship to ship, loading and unloading apparatus, traveling cranes and all the other paraphernalia of a busy world port. The ramifications of these countless activities are beyond description. Their value in commerce and prosperity to the port city is incalculable.

The Scorn of the Ages

What would future political economists, future students of industry and transportation—what would they say of a great world metropolis that almost completely ignored its priceless birthright of 30 miles of waterfront by deliberately allotting almost all of this 30-mile strip to parks and boulevards? That deliberately attempted commercial suicide by castration, an operation that destroyed its principal powers of production, and substituted therefor an outer drive, the outer drive being the fig leaf in the picture?

Think of the scorn and derision, the obloquy that would be heaped upon Chicago by future students of American city development. In all history the climax of municipal asininity.

By a peculiar combination of circumstances, gentlemen, we are now in a position to present to our beloved city of Chicago a gift of value to the extent of a billion dollars.

This was not possible as long as the Illinois Central bestrode the body of Chicago like the Old Man of the Sea on Sinbad's neck. But the railroad no longer controls the lake front. It is now public property.

I am thoroughly familiar with the lake front situation. I fought over it in city council committees, in the courts and at Washington, for years and years.

Smothering Chicago with "Beauty"

Gentlemen, we must not smother ourselves with beauty. Beauty is not beautiful when it interferes with necessity and usefulness.

Bread and butter, industry, employment of labor must come first. We must build our beauty around our necessities, our industries. We must not put beauty first and then adapt our necessities to it as a secondary consideration. Parks and boulevards can be built anywhere on dry land. The benefits of water commerce can only be realized where the land and water meet. The idea of outhogging the "All Hog" Illinois Central R. R. by pre-empting our entire waterfront with parks and auto speedways is intollerable. It is impossible.

We cannot make a wholesale alteration all at once. The development must come gradually. In the break-up of the World's Fair we are given an opportunity that comes once to a world metropolis—once in all history.

Chicago's Lakefront Harbor

From 39th St. north to Soldier's Field is a stretch of about three miles of lakefront that is now being dismantled. The present drive skirts to the west of it. Let us imagine this drive and the fence alongside to be left just as they are. There you have three miles of ideal industrial waterfront capable of development with factories, warehouses, grain elevators, coal and material docks, oil reservoirs, municipal docks and other suitable activities that can be sold or leased for millions of dollars to go to the city treasury. These enterprises would give employment to upwards of 20,000 workers, directly supporting a population of 100,000 people and indirectly many more, thousands of shop-keepers, professional men, etc. Their salaries would add millions to be spent at Chicago stores. This portion of the development would add to Chicago a city the size of Indianapolis.

If the demands of industry and commerce should be sufficient, this development could be extended south to 50th street, another stretch of a mile and half of lake front, now almost entirely useless and unused;—

another 10,000 workers, another 50,000 of population, additional millions of trade for Chicago.

These dreams are not fantastic. There never would have been a Gary if the Illinois Steel Co. had not been harried out of Chicago by the city administration 30 years ago, for a needed extension of its activities. If Wolf Lake, half of which is in Chicago and half in Hammond, Ind.,—if Wolf Lake had been developed as a harbor 15 years ago, when Col. Judson entrusted to me his plans for an interstate harbor there—and I secured legislation appropriating \$50,000 (\$25,000 by each state) to investigate this plan,—if Wolf Lake harbor had been built then we would have added an East Chicago to our city. It is not too late to do this yet.

I had the honor of first proposing Lake Calumet Harbor to Mayor Buse's Chicago Harbor Commission in 1908, now under construction by the federal government. A few years later I proposed Wolf Lake Harbor and Col. Judson's plan was the result. I now propose one of the greatest in all the world, Chicago's Lake Front Harbor, to add a billion dollars, perhaps billions to the wealth of our city.

Docks to Rival New York City.

Thank God, it is not too late yet. We can either go ahead with our idiotic policy of stagnation, with our blind devotion to an out-dated Burnham plan,—made before we had any lake front,—we can continue to commit commercial and industrial suicide,—we can keep on ignoring our billion dollar lakefront birthright and smother it with asphalt and grass—beautiful, but dumb:—or Chicago can proudly take its place as the industrial and inland water metropolis of the world, with docks to rival New York City, with industries, central location and distributive facilities exceeding those of any other city on earth. We can still retain 25 miles of boulevards and parks along our lake-front, while we use 3 to 5 miles of it—or whatever

the demands require—for bread and butter, for industry, for harbor facilities, for commercial, industrial and transportation supremacy.

Is our Samson to be shorn of his strength, lulled to sleep by the Delilah song of Beauty?

Opinions of The U. S. Engineers.

I venture the statement that there is not a reputable harbor engineer in America who would oppose this lake front harbor plan, that I am urging.

Way back in 1867 a special board of engineers from Washington came to Chicago and looked over the situation. They reported in favor of a breakwater with piers and wharves for an outer harbor. This was the origin of the breakwater that now protects Grant Park, the park development being a breach or faith. The engineers expected to extend the breakwater as far south as the demands of commerce might require. On page 311, Chicago Harbor Commission Report, Gen. W. H. Bixby, U. S. Engineers, is quoted as follows: "Every engineering officer who has been in the districts since 1867 and who came to it from other districts where they have had other boats and other harbors in front of them, has sided with that original board, and has felt that if there ever was to be a good harbor in Chicago, one which could expand with the city, it would have to go out in the lake."

Billion Dollar Gift to Chicago.

Gentlemen, we can make this billion dollar gift to Chicago that will more than pay all expenses of operating our city, or we can continue the sterile and expensive maintenance of so-called beautification to the exclusion of common sense development.

We can reduce Chicago to the level of a river city, like St. Louis or Kansas City, or we can become the greatest metropolis of the world by simply developing our God-given facilities as other cities have developed similar facilities far less potential. These other lake ports have 20 to 30 entrances and clearances daily.

CHICAGO'S LAKE FRONT HARBOR

The Chicago river has an average of 2 and the Calumet river 4 or 5 boats. We can betray posterity, we can subject ourselves to the contempt of future ages, or like the good servant we can use the talent which the Lord has given us to the best advantage, and not bury it in a napkin of landscape gardening.

Chicago for many years has lost industries for lack of harbor facilities,—and of course it has also lost the accompanying population, commercial development, etc. This fall, I understand that the school census shows an actual decline.

Chicago committed its greatest blunder when it built Grant Park, instead of a harbor. For 30 years it was nothing but a city dump, a criminal waste of half a billion dollars worth of the most valuable dock property on earth. Properly developed for its natural and intended use in 1895, it would have led to additional terminal development along the city's 30-mile lakefront. It would have added millions to our population and billions in property value of land owned by the city itself and property of the manifold industries incident to this development. Another of Chicago's colossal blunders was the manner of construction of Wacker Drive in moving the possible receiving stations 100 feet or more

back from the river bank. It costs as much to manhandle cargoes across this wide street as it does to bring them by boat from Buffalo to Chicago. I so warned the city administration when, hired as a consulting engineer, I made a report on the status of old South Water street shortly before Wacker Drive was built. This drive practically killed the river terminal business along its entire length.

Here is the record. Cleveland, Toledo, Milwaukee each have 6,000 to 8,000 vessel passages yearly. Chicago should have at least 10,000 to 12,000. Last year Chicago's total entrances and clearances were 724, less than one-tenth the total for Milwaukee. What do you think of that?

Shall we bequeath to our children the eunuch metropolis of America, or shall we in our own time see a monarch of the Great Lakes, the magnificent central harbor and workshop of America, receiving its raw material via rail or air or by water by the way of the Lakes, Mississippi—Gulf waterway or the coming St. Lawrence channel from all the ports of the world, fashioning them here into every implement for factory, farm and fireside and then distributing our products broadcast from our central coign of vantage to every destination between the rising and the setting sun.

PORT OF CHICAGO 1934

Date 1934	Foreign				Domestic			
	Ent.	Ton.	Clear.	Ton.	Ent.	Ton.	Clear.	Ton.
April	2	2,658	1	1,672				
May	28	36,592	32	41,598	21	50,988	15	41,560
June	36	55,993	33	54,168	27	61,761	17	29,981
July	25	46,706	26	47,364	29	68,454	18	43,281
August	22	29,984	22	29,984	33	79,535	30	91,592
September	22	27,390	20	25,984	27	65,000	19	50,596
October	26	50,634	28	52,023	25	62,611	16	40,718
November	36	75,529	35	72,005	24	55,707	10	16,838
December	8	14,038	4	7,176	7	20,356		
	205	339,524	201	333,974	193	454,412	125	314,567

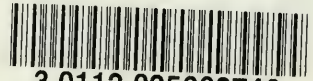
Total number motor boats in Dec., 8,421.

Total Vessel Passages, 724

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